

SONOMA COUNTY
COUNTY-WIDE THOROUGHFARES PLAN REPORT

This report and the DeLeuw, Cather & Co. Trafficways Plan are complementary to each other, and together constitute the County-wide Thoroughfares Plan.

CONTENTS

- A. Introduction.
- B. Provisions.
- C. Implementation.

Addenda: - Resolutions of the cities of Santa Rosa and Petaluma.

Maps: - Thoroughfares Plan -- Santa Rosa vicinity.
Thoroughfares Plan -- Petaluma vicinity.
Thoroughfares Plan -- Sebastopol vicinity.

Sonoma County Planning Commission,
November 19, 1959.

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SONOMA COUNTY PROPOSED THOROUGHFARES PLAN

A. Introduction:

The De Leuw, Cather & Co. Trafficways report, together with this supplement, constitutes the Thoroughfares Plan of Sonoma County.

The Thoroughfares Plan is one element of a County-wide General Plan.

It is a long-range plan so that City, County, State, and Federal road planning and road construction may at all times be coordinated.

The Plan is general in order that a complete County-wide system may be presented. Details of the Plan may be revised from time to time as dictated by local needs, if done in such a manner that the over all system is not adversely affected.

The Plan should regularly be reviewed and revised so that it will continue to be an up-to-date document representing public policy in the solution of traffic problems.

B. Provisions of the Plan:

The bulk of the provisions of the plan are included in the DeLeuw, Cather & Co. report titled, "Trafficways Plan for the County of Sonoma".

The De Leuw, Cather & Co. report was presented at public hearings held by the six incorporated cities and public hearings held by the Sonoma County Planning Commission.

Three of the incorporated cities reported that there were no requests for revisions to the De Leuw, Cather & Co. report since that report had followed the existing master streets plan for those cities.

Santa Rosa, Petaluma, and Sebastopol requested certain amendments to the De Leuw, Cather & Co. report. The cities acted on the basis that they felt that these requested amendments would improve interior City circulation without being harmful to the over all system of the Plan.

Similarly, the County Planning Staff recommended certain minor amendments, primarily in the vicinity of Santa Rosa. These revisions consist primarily of additional interchanges and grade separations on freeways and also a few minor shifts in alignment of major thoroughfares.

All of the revisions to the De Leuw, Cather & Co. Trafficways report are shown on three maps: (1) Thoroughfares Plan - Santa Rosa vicinity, (2) Thoroughfares Plan - Petaluma vicinity, and (3) Thoroughfares Plan - Sebastopol vicinity.

Certain recommendations of the cities of Santa Rosa and Petaluma relate to traffic engineering questions that are not easily readily shown in a comprehensive, general, County-wide Plan, particularly those questions that relate to construction detail in regard to a particular local problem. However, copies of these two resolutions are included in addenda to this report.

C. Implementation:

Provisions must be made for the carrying out of the Plan.

1. Official Plan Lines: As soon as right-of-way needs are determined for a certain segment of the system, Official Plan Lines (OPL's) should be set. Official Plan Lines are lines that locate future right-of-way lines and property lines and prevent construction within the path of the planned road. Official Plan Lines reduce or eliminate disruption of business and neighborhood life due to clearance of improvements, and thereby can substantially reduce road costs.

OPL's are established by authority of State-enabling legislation, and are adopted as County Ordinances.

2. Subdivision Design: Approval of Tentative Subdivision Maps should be conditional on the adequate provision for roadways as set forth in the Plan.

It is the responsibility of private developers and public agencies dealing with subdivisions to integrate land-use planning and roadway design.

3. Governmental Coordination: Cooperation between legislative bodies and agencies and staffs at Federal, State, County, and City level is essential for efficient development of a County-wide trafficways system.

Various governmental programs such as capital improvement programs, industrial and harbor development programs, administration of ordinances such as zoning, etc., should be coordinated for maximum effectiveness.

4. Voluntary reservation: Persons familiar with the plan will frequently reserve future right-of-way areas from private construction in order to minimize disruption of their private businesses or homes in the future.

RESOLUTION NO. 5878

RESOLUTION APPROVING THE PROPOSED TRAFFICWAYS PLAN FOR THE
COUNTY OF SONOMA.

WHEREAS DeLeuw, Cather & Co. has prepared a proposed
"Trafficways Plan for Sonoma County, California" dated November
1958, and

WHEREAS, the County of Sonoma has requested approval of
the City of Santa Rosa of said plan in so far as said plan
affects the proposed Santa Rosa Master Plan of Major City Streets.

NOW, THEREFORE, IT IS RESOLVED by the Council of the
City of Santa Rosa that the "Recommended Trafficways Network,
1980" contained on Plate 13 of that certain report by DeLeuw,
Cather & Co. dated November, 1958 entitled "Trafficways Plan
for Sonoma County, California" be and the same is hereby
approved subject to the following recommended changes:

1. Farmers Lane Extension--Sonoma Avenue to Sonoma
Highway--Recommended change from 2 lanes to
4 lanes.
2. Farmers Lane Extension--Sonoma Highway to old
U.S. 101--
 - a. Sonoma Highway to Rogers Way recommended
change from 2 lanes to 4 lanes.
 - b. Rogers Way to Montecito Avenue, recommended
retain 2 lanes, but on existing street
pattern (East Foothill, Grahn, and Norte).
 - c. On Montecito Avenue from Norte to the switch-
back, recommend establish as 2-lane major
street.
 - d. Recommend eliminating the route through
Jewell Drive past the County Hospital to
old U.S. 101.
3. Lewis Road-Mendocino to Franklin- Recommend change
from 2 lanes to 4 lanes.
4. Franklin Avenue-Lewis Road to North Street-recommend
a change from 2 lanes to 4 lanes.

IN COUNCIL DULY PASSED this 18th day of August, 1959.

Ayes: (4) Mayor Ryersen, Councilmen Mitchell, Smith, Stolting
Noes: (0) None Absent: (1) Councilman Toohey

APPROVED: JACK RYERSEN

Mayor

Attest: Agnes M. Bick, Chief Deputy City Clerk

RESOLUTION NO. 2310 N.C.S.

RESOLUTION APPROVING THE COUNTY MASTER
ROAD PLAN AS PREPARED BY DeLEUW, CATHER
AND CO., SUBJECT TO CERTAIN RECOMMENDATIONS.

INTRODUCED BY COUNCILMAN NORMAN P. VAN BEBBER and

SECONDED BY COUNCILMAN MARINO P. CRINELLA at an

adjourned meeting of the City Council of the City of Petaluma
on the 24th day of August, 1959.

WHEREAS, the County Master Road Plan prepared by
DeLeuw, Cather & Co., engineers, has been examined by this
Council and this Council approves in general the County Master
Road Plan as presented, excluding priorities, subject, however,
to certain recommendations applicable to the City of Petaluma:

NOW, THEREFORE, BE IT RESOLVED that this Council
approves in general the County Master Road Plan as presented
by DeLeuw, Cather & Co., subject, however, that the following
listed recommendations be considered, which recommendations
are as follows:

1. That the proposed Valley Ford Expressway from
Petaluma Blvd. to Middle Two Rock Road be four
lanes instead of the proposed two lanes.
2. A connection should be made from Western Avenue
to the Petaluma-Valley Ford Expressway in the
area of Levy Road.
3. Further study be made on the Corona Road inter-
change to see if a full interchange is justifiable
or if an off ramp from the Freeway from the south
would be adequate.
4. That North McDowell Blvd. be extended to Redwood
Highway North as a major county thoroughfare.
5. That the Denman interchange should be expanded
to a full interchange.
6. Further study be made as to the problem of traffic
intersections at "D" Street and East Washington
Street with the Petaluma-Napa Expressway.
7. The grade interchange at East Washington Street
and the Freeway should possibly be a full inter-
change.

8. A study be made as to the feasibility of grade separation structures over the railroad and an interchange to control the flow of traffic.
9. The proposed Petaluma-Napa Expressway be relocated on Payran Street.
10. That Payran Street be extended to connect with Magnolia Avenue; that Magnolia Avenue be straightened and extended to connect with the Valley Ford Expressway; and the above route from East Washington Street to Valley Ford Expressway be designated as a major county thoroughfare.
11. "I" Street and "I" Street Ext. be included as a major county thoroughfare.
12. That Paula Lane and Gossage Avenue and their connecting link be considered as a major county thoroughfare.
13. That a study be made of possible by-passes of the City of Petaluma for East-West traffic.
14. That the Council reserves the right to review and modify the County Road Plan in the Petaluma Area at the time of the Petaluma Area General Plan so that both plans shall be coordinated.

BE IT FURTHER RESOLVED that the City Clerk be, and she is, hereby directed to forward a certified copy of this resolution to the Board of Supervisors of Sonoma County.

* * * * *

I hereby certify that the foregoing resolution was duly and regularly introduced and adopted by the Council of the City of Petaluma, on the 24th day of August, 1959, by the following vote:

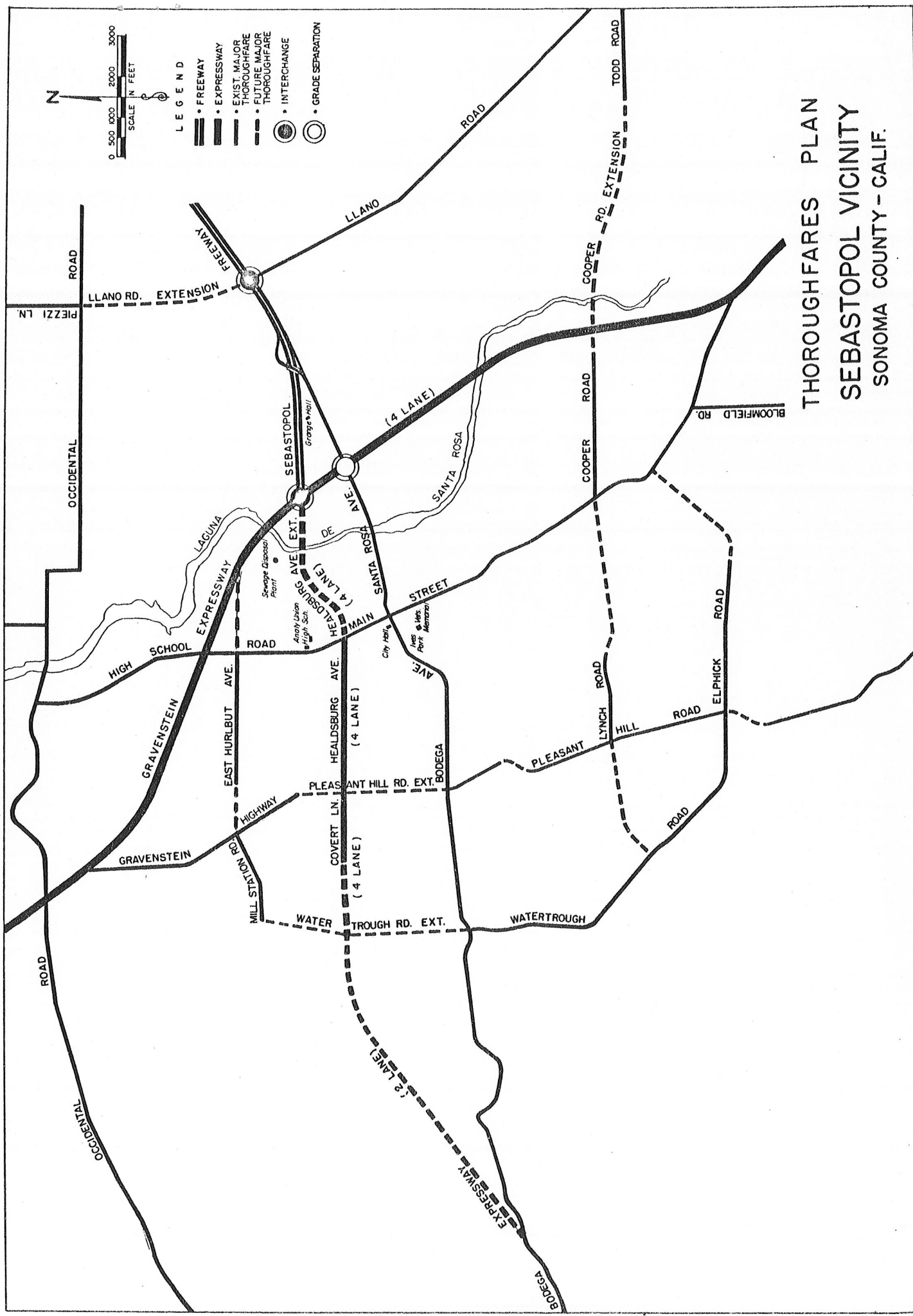
AYES: Councilmen Crinella, Ellis, Gustafson, King, Matzen,
Van Bebber, and Mayor Parent.

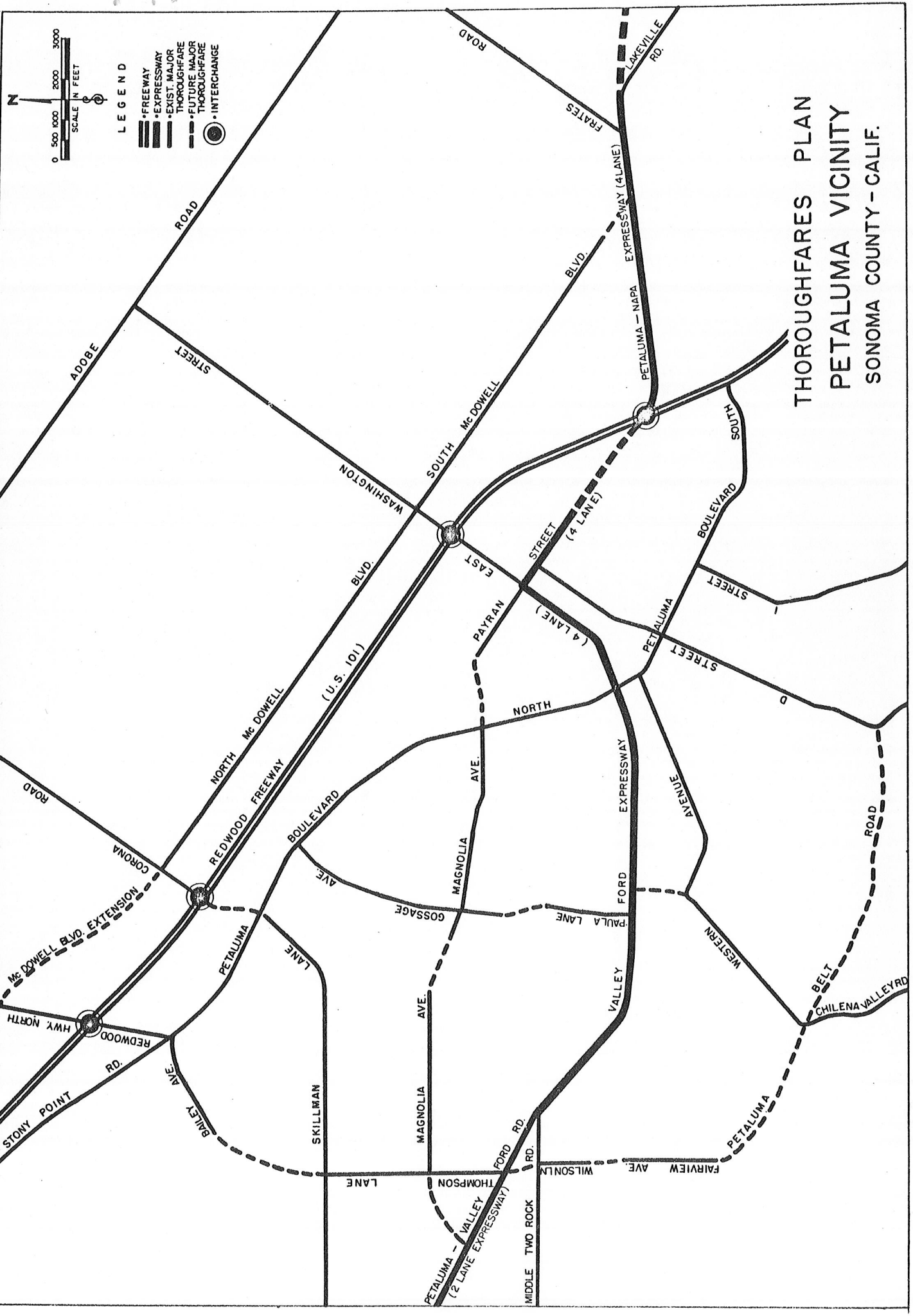
NOES: None

ABSENT: None

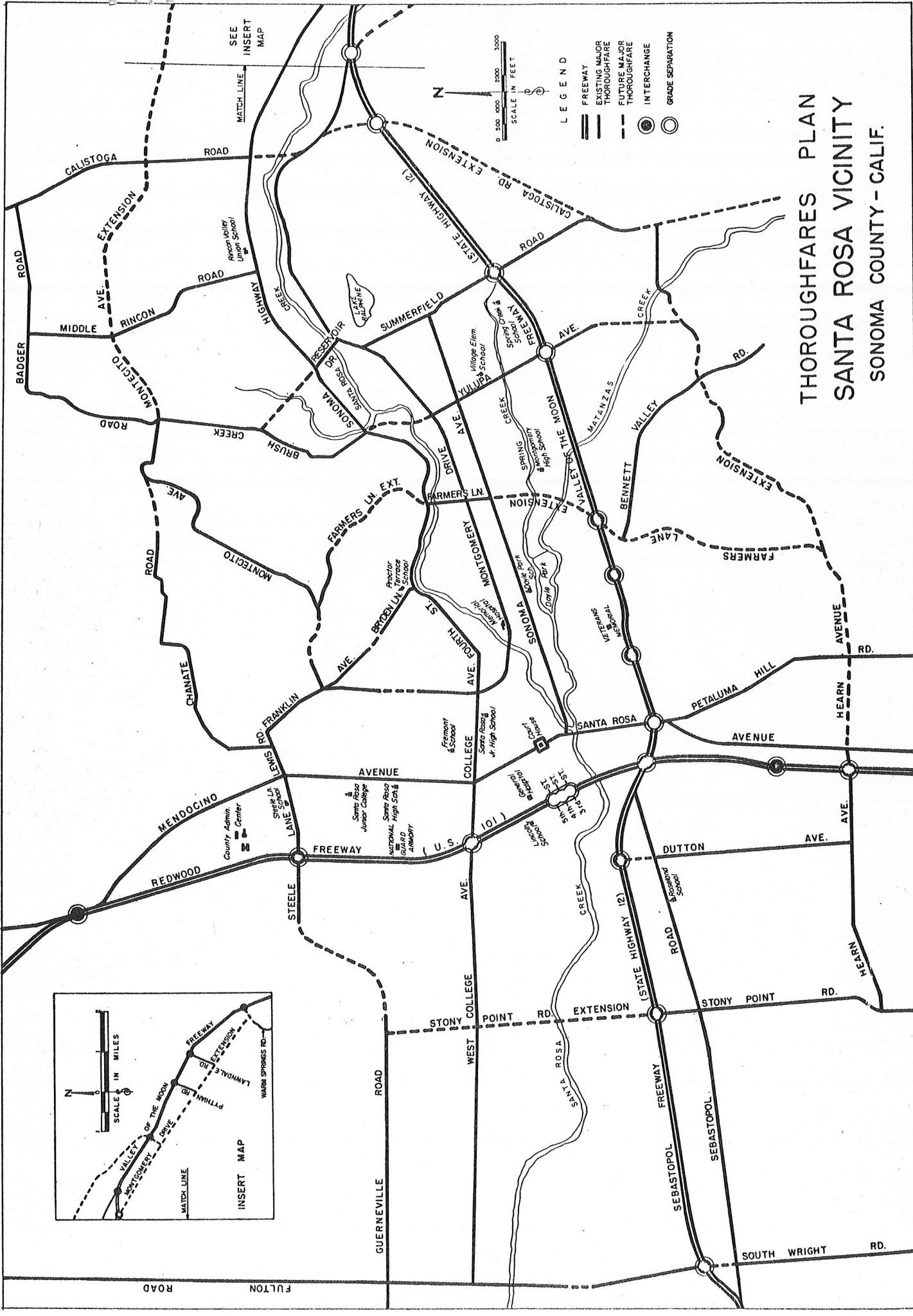
ATTEST: GLADYS R. WALLIN
City Clerk

(Signed) ARTHUR W. PARENT
Mayor

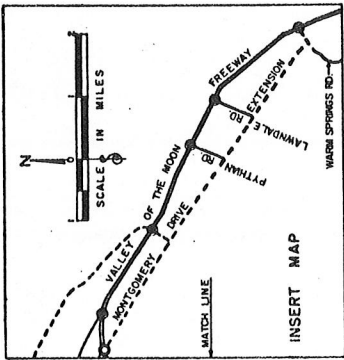




THOROUGHFARES PLAN
PETALUMA VICINITY
SONOMA COUNTY - CALIF.



THOROUGHFARES PLAN
SANTA ROSA VICINITY
SONOMA COUNTY - CALIF.



SEE
INSERT
MAP

INSERT
MAP

LEGEND

- FREEWAY
- EXISTING MAJOR THOROUGHFARE
- FUTURE MAJOR THOROUGHFARE
- INTERCHANGE
- GRADE SEPARATION

